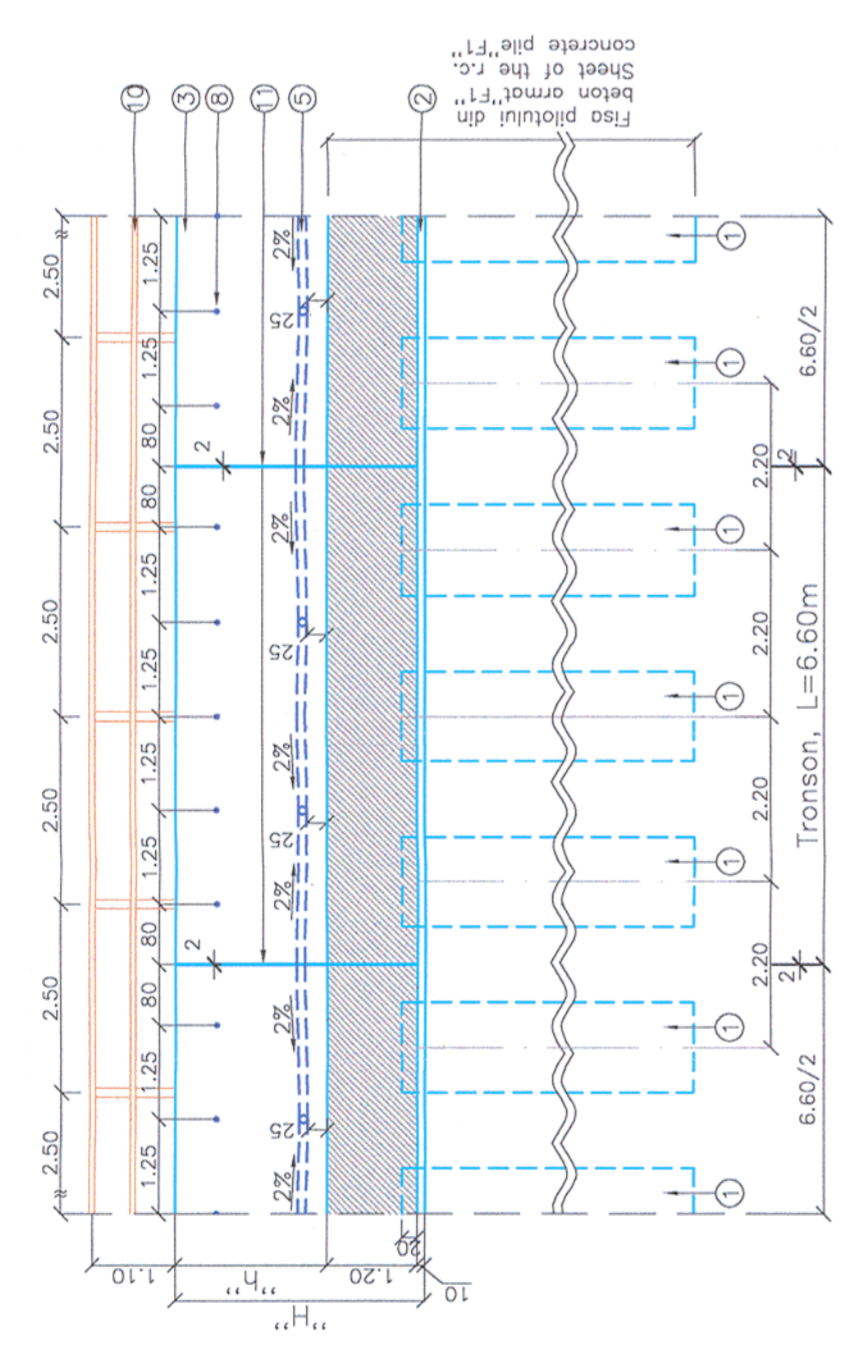


PLAN GENERAL 6  
Zid de sprijin din beton armat fundat pe piloti D=1200mm  
Aplicabil pe partea stanga a c.f.

SECTIUNE C-C/SECTION C-C



**ELEMENTELE GEOMETRICE SI APLICABILITATEA ZIDULUI DE SPRIJIN DIN BETON ARMAT FUNDAT PE PILOTI GEOMETRIC ELEMENTS AND THE APPLICABILITY OF THE RETAINING WALL MADE OF R.C. WITH FOUNDATION ON PILES**

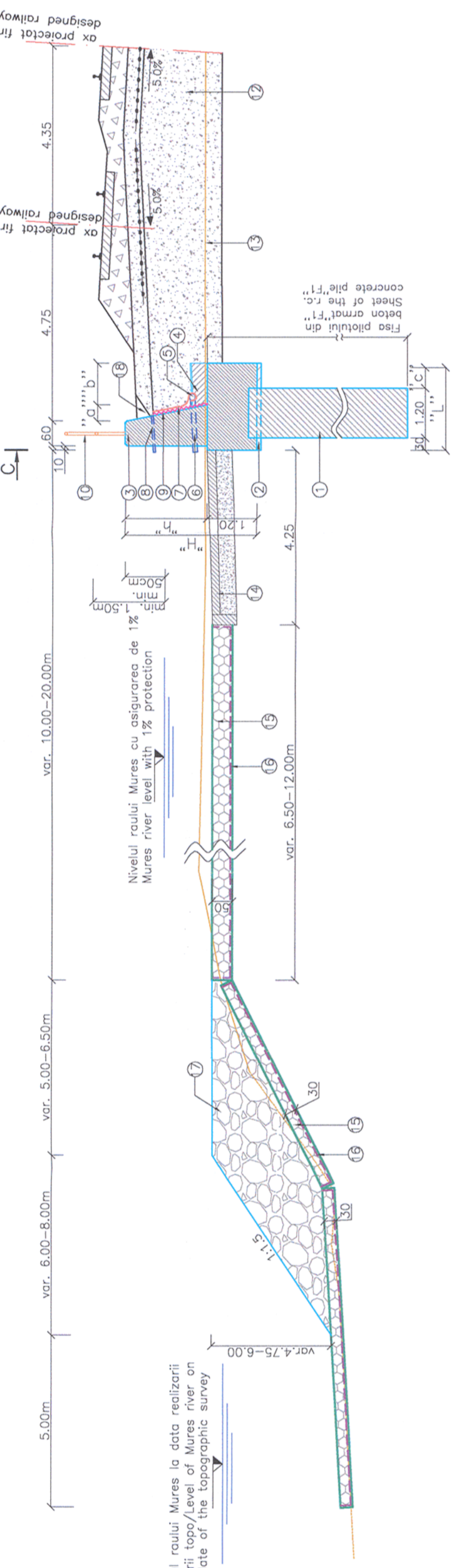
Nr. crt/ No.	Pozitia fata de axa c.f./ Position against the railway axis	Aplicabilitate/ Applicability	Lungime (m)/ Length (m)	Dimensiuni (m)/ Dimensions (m)		
				h	L	c
1	stanga/ left	km 548+240.14	46.34	2.50	3.70	0.60
2	stanga/ left	km 548+399.01	112.95	2.00	3.20	0.60
			<b>Lungime totala (m) / Total length (m)</b>	<b>159.29</b>		

NOTA 1:  
Saltelele din gabioane se vor proteja la partea superioara prin torcretare in doua straturi, cu grosimea totala de 5cm.  
NOTE 1:  
Gabion mattresses will be protected at the top side through guniting in two layers, having a total thickness of 5cm.

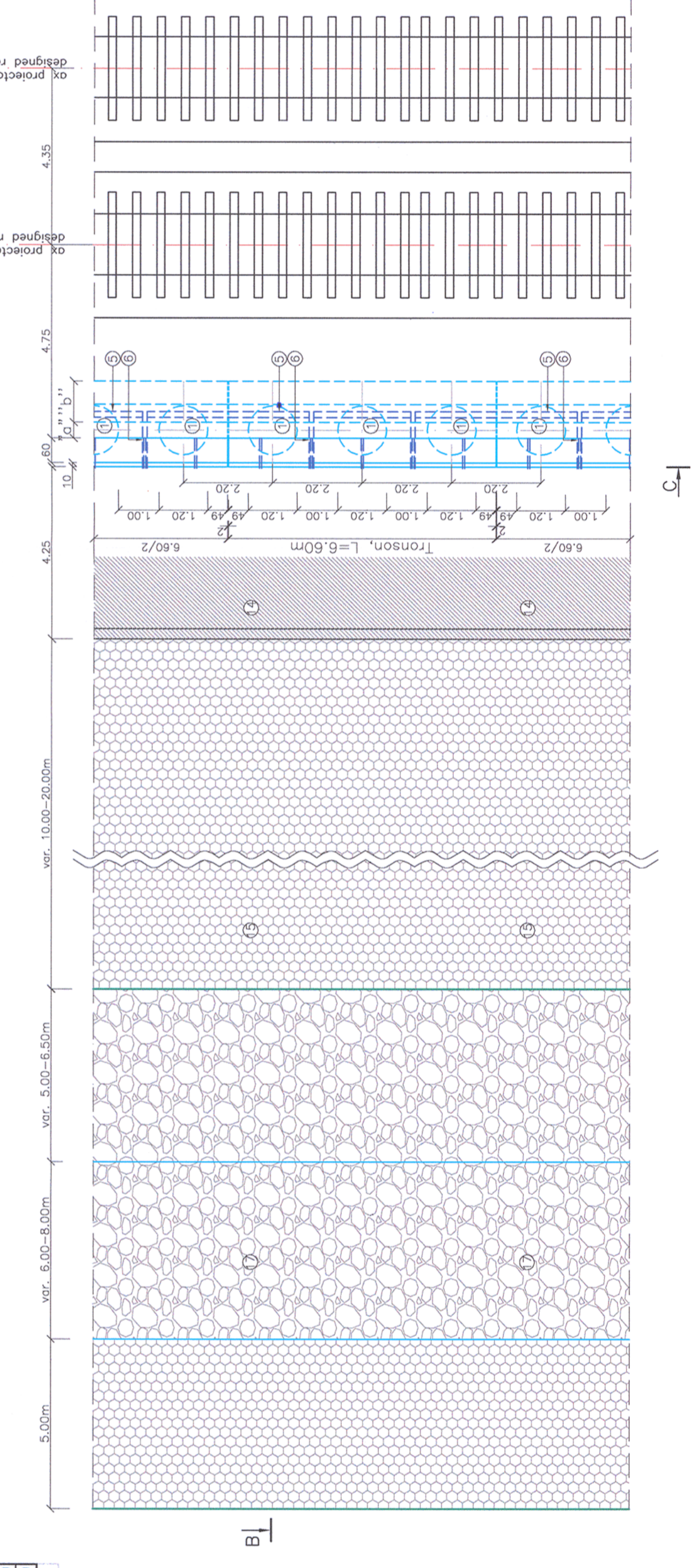
NOTA 2:  
1. Dispozitia generala are ca obiect detaliera si aplicabilitatea lucrarilor de consolidare proiectate.  
2. Elementele geometrice ale terasamentului c.f. nivelului decaparilor fac obiectul specialitatii Suprastructura si Terasamente c.f. Acestea se regasesc in cadrul ocluiasi proiect in documentatii separate.  
3. Drumul de intretinere proiectat in vecinatatea lucrarii de sprijinire este prevazut in obiectul "Suprastructura si Terasamente c.f."  
4. Pozitia barbacanelor din PVC ø50mm de la partea superioara a zidului de sprijin din beton armat este prevazuta in plansele care detalieaza elevatia zidului de sprijin din beton armat.  
5. Dimensiunile sprijinirii pe piloti forati ø1200mm, s-au stabilit pe baza informatiilor din studiul geotehnic de la km 548+400 in cazul in care in timpul executiei forajului pentru realizarea pilotilor ø1200 se vor constata neconcordanțe cu datele initiale (varietati ale straturilor) se va convoca atat proiectantul cat si geotehnicianul pentru adaptarea lucrarilor la situatia existenta in teren.  
NOTE 2:  
1. The object of the general layout is to detail and apply the designed consolidation works.  
2. The geometric elements of the railway embankment, the level of the scraping are the object of specialty Railway Superstructure and Embankments. They can be found within the same design but in different documentations.  
3. The maintenance road designed nearby the propping-up work is mentioned at the object "Railway Superstructure and Embankments"  
4. The position of the PVC weepers ø50mm from the top side of the reinforced concrete retaining wall is provided in the drawings detailing the retaining wall elevation.  
5. The dimensions of propping-up with bored of ø1200mm, were decided based on the information within the geotechnical study from km 548+400. If during execution of boring necessary to execute the ø1200 piles, incongruities will be noticed as regards the initial data (variations of layers), both the designer and the geo-technician will be convoked to adapt the works to the existing site situation.

GENERAL LAYOUT 6  
Retaining wall made of r.c. with foundation on piles D=1200mm  
Applicable on the left side of the railway track  
scale 1:100

SECTIUNE TRANSVERSALA B-B/CROSS SECTION B-B

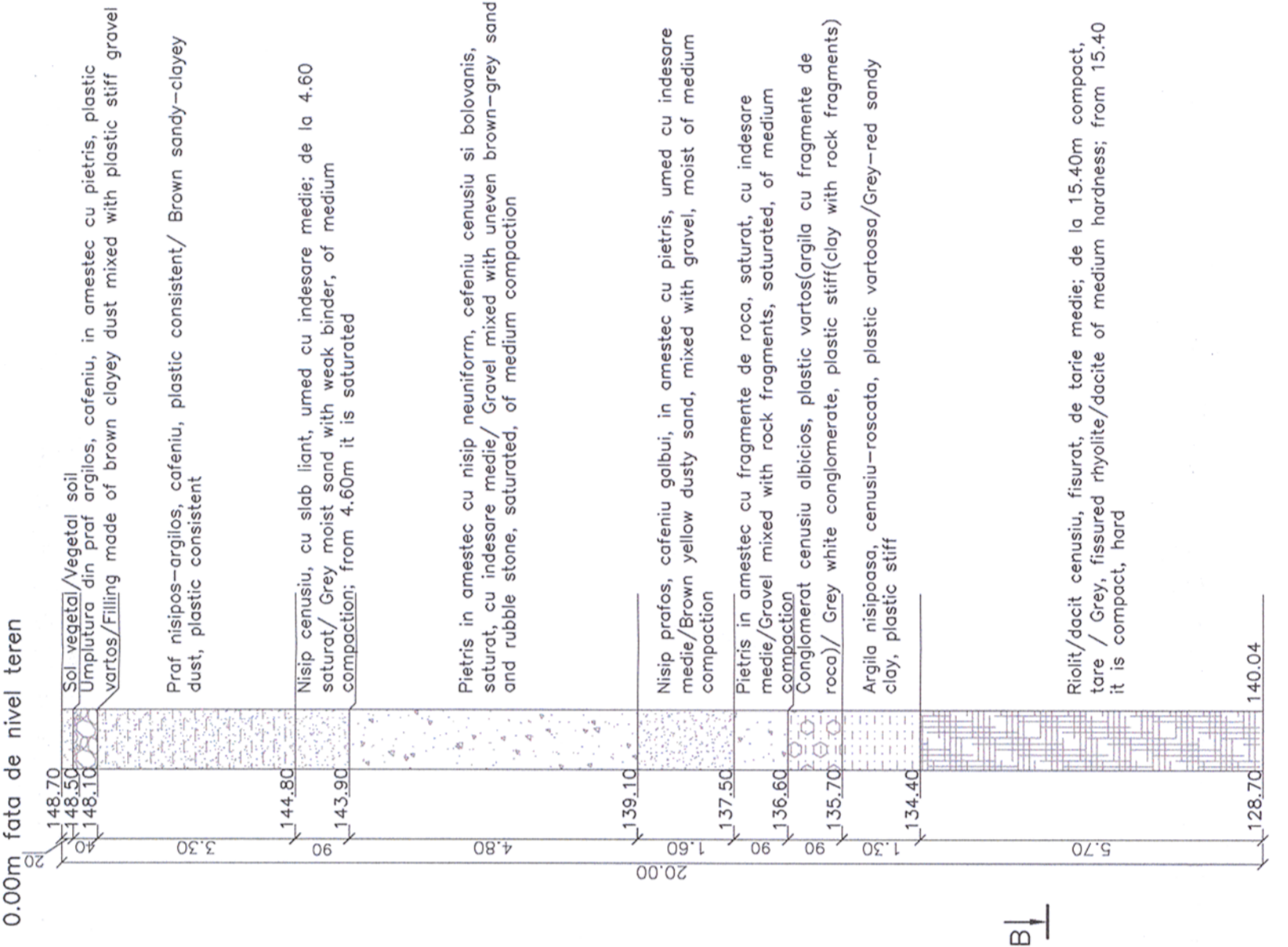


VEDERE IN PLAN A-A/PLAN VIEW A-A



- LEGENDA:
- Piloti forati ø1200, din beton armat clasa C25/30
  - Beton de egalizare, clasa C12/15
  - Zid de sprijin din beton armat, clasa C30/37
  - Fundatie dren, clasa C16/20
  - Tub din PEHD ø150mm gaurit la partea superioara
  - Barbacana din tub PVC ø110mm
  - Geodren pe spatetele zidului de sprijin
  - Barbacana din PVC ø50mm
  - Hidroizolatie aplicata pe spatetele zidului de sprijin
  - Parapet metalic
  - Rost de separatie din polistiren extrudat de grosime 2 cm
  - Umplutura conform specialitate "Terasamente c.f."
  - Linia terenului existent
  - Drum de intretinere proiectat
  - Satele din gabioane
  - Secolatura din ancaimente, G=50-1000kg/buc
  - Umplutura din material drenant

- LEGENDA:
- Bored piles ø1200, made of r.c. class C25/30
  - Lean concrete, class C12/15
  - Retaining wall made of r.c. class C30/37
  - Drain foundation, class C16/20
  - ø150mm PEHD tube perforated at the top side
  - Weeper made of ø110mm PVC tube
  - Geo-drain on the back side of the retaining wall
  - Weeper made of ø50mm PVC tube
  - Waterproofing applied on the back side of the retaining wall
  - Metallic guard-rail
  - 2 cm thick polystyrene separation joint
  - Filling according to specialty "Railway embankments"
  - Border line of the existing land
  - Designed maintenance road
  - Gabion mattresses
  - Color fast filling, G=50-1000kg/buc
  - Rip-rap filling, G=50-1000kg/buc
  - Filling made of drainage material



- LEGENDA BETOANELOR / CONCRETE LEGEND
- Beton de egalizare clasa C12/15, X0
  - Equalization concrete class C12/15, X0
  - Beton simplu clasa C16/20, XC2
  - Plain concrete class C16/20, XC2
  - Beton armat clasa C25/30, XF1, XC2, XA1
  - Reinforced concrete class C25/30, XF1, XC2, XA1
  - Beton armat clasa C30/37, XF1, XC4
  - Reinforced concrete class C30/37, XF1, XC4

Nota 3:  
1. Daca se constata diferente mari fata de situatia proiectata, in special eroziuni si modificari ale formei si pozitiei taluzului abelii minore, se va instiinta Proiectantului pentru adaptarea la teren a solutiilor proiectate.  
2. Deasemenea dupa fiecare vizita se va verifica starea lucrarilor precum si integritatea saltelelor, dupa caz, luandu-se masurile de remediere care se impun.  
Note 3:  
1. If major differences are noticed as compared to the designed situation, mainly erosions and modifications of shape and slope of the minor riverbed, the Designer will be informed for adapting the site to the designed solutions.  
2. Also, after each flood, the works' status will be checked as well as the integrity of mattresses, depending on the case, taking necessary remedy measures.

Accest plan anuleaza si inlocuieste versiunea anterioara.  
This plan cancels and replaces previous version.

Verificator / Expert Checker / Expert	Compania Requirement	Semnatura Signature	Referat / Expertiza Report / Expertise
European Investment Bank	MINISTERUL TRANSPORTURILOR	BENEFICIAR / BENEFICIARY : CFR	COMPANIA NATIONALA DE CAI FERATE "CFR" SA
PROIECTANT / DESIGNER:	PÖYRY		
Aprobat / Approved	Sef de echipa / Team leader	C. Teodorescu	01.2013
Verificat / Checked	Expert Cheie / Key Expert	L. Mărculescu	01.2013
Subcontractant / Subcontractor			
Aprobat / Approved	Adjunct Șef de echipă / Deputy Team leader	A.M. Baicu	01.2013
Proiectat / Designed	Inginer / Engineer	M. Ursu	01.2013
"Reabilitarea liniei c.f. Frontieră - Curțici - Simeria, parte componentă a coridorului IV Pan - European Corridor for the Railway Line Border - Curțici - Simeria, component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h"			
Denumire desen / Drawing name: INTERVAL VĂRĂDIA - SĂVĂRȘIN Plan general 6/ General layout 6			
Scara / Scale 1:100	Revizia / Revision 1/16.05.2013	Cod desen / Drawing Code PT.02.01.13.CO.209	Nr / No 10/11